

REMARKS

Reconsideration and re-examination are respectfully requested in accordance with 37 CFR 1.116(a). **A Notice of Appeal accompanies this Reply.**

Applicant has corrected the status of claim 24 and has made minor amendments to claims 4 and 35 to remove an extra period in claim 4 and an errant character in claim 35.

The examiner rejected claims 1-26, 31-34, 36-40 and 42-43, as obvious over Iyengar US Patent 6,360,205 in view of Garland US Patent 6,252,596.

Claim 1 is distinguished over these references since the references neither describe nor suggest separately or in combination ... an itinerary region ... each travel itinerary having a corresponding value for a first travel criterion, the travel itineraries being grouped into a first set of categories based on the values of the first travel criterion. The examiner contends that FIG. 10 col. 11 lines 27-30 teach this. While Applicant concedes that FIG. 10 shows itineraries, FIG. 10 and the text at Col. 11 does not suggest travel itineraries grouped into a first set of categories based on the values of the first travel criterion. Iyengar sorts (Col. 11, line 29) travel itineraries but does not group travel itineraries into a first set of categories based on the values of the first travel criterion.

The examiner also contends that Iyengar shows a filter region (FIG. 8, Col 11, lines 13-15). At Col. 11 lines 7-18, Iyengar describes FIG. 8 as follows:

Members are presented a flight query form in step 416. An example query form is shown in FIG. 8. Information from the account profile may be used to prepopulate this form. For example, if in step 412 (see FIG. 7) the member specified Denver as a home airport, Denver is automatically presented as the departing city in step 416 (see FIG. 8). In the flight query form, the member enters the airlines to search, departure and arriving city, times and dates of travel, number of passengers, seating class, search criteria, and search timeout. The search timeout allows the member to specify how long she is willing to wait for each target machine to respond.

FIG. 8 of Iyengar depicts a query form, not a filter region. The query is used in Iyengar to conduct a search (see Col. 11 lines 18-22). Itineraries do not exist until the query as specified in the query form is executed. Inherently therefore, the query form depicted in FIG. 8 cannot possess the features recited in claim 1. Moreover, the query form depicted in FIG. 8 does not suggest a filter where selecting of one of cells causes the itinerary region to display only travel itineraries in the set of categories associated with the selected cell. FIG. 8 does not show cells and does not show cells where selecting one of the cells changes the itinerary region. Thus, as a non limiting example, in Applicant's FIG. 6 selecting \$376 causes itineraries priced at \$376 to be displayed in the itinerary region. Iyengar does not teach such a structure.

The examiner concedes that Iyengar also does not teach an indicator. The examiner contends incorrectly that Iyengar teaches: "a first segment of an itinerary that has a location of arrival for the first segment that is different from a location of departure for the next segment of the itinerary." (Office Action page 3) The examiner relies on FIG. 10 for this teaching. The examiner is incorrect. FIG. 10 does not show itineraries with multiple segments. FIG. 10 merely shows sorted itineraries. All of the itineraries depicted in FIG. 10 however, have only one segment. Inherently, Iyengar did not address the situation of a discontinuity, that is Iyengar does not appreciate "a first segment of an itinerary that has a location of arrival for the first segment that is different from a location of departure for the next segment of the itinerary," as generally recited in claim 1.

Therefore, there is no suggestion in Iyengar to provide an indicator of any sort, and in particular, an indicator to indicate to the user that the itinerary has different locations of arrival and departure, as recited in the claim.

Applicant contends that the combination of Iyengar and Garland also do not suggest this feature of the invention. While, Garland teaches highlighting of "command entries," such teachings are insufficient to suggest to one of skill in the art, to modify Iyengar to add an indicator to any first segment of any itinerary that has a location of arrival that is different from a location of departure for the next segment of the itinerary to indicate to the user that the itinerary has different locations of arrival and departure. Applicant does not profess to be the originator of

highlighting, or applying indicators to a display. Rather, Applicant recognized that in travel planning it is desirable to point out to users potential travel-related issues involving different segments of an itinerary. Neither Iyengar nor Garland nor the examiner's reasoning provides any motivation to address this need and hence fails to suggest a proper motivation to support the combination of these references.

The examiner contends that the suggestion to combine is "... because it allows the user to customize the display presentation to emphasize information to the user in an optically ergonomic way while minimizing eye strain, tension, and headaches (col. 1, lines 32-34, col. 10 lines 54-55, lines 56-57). Additionally, highlighting the display presentation to alert the user can be done in a pleasant or agitating way by varying the attributes accordingly. ..."

These motivations are of no import for several reasons. For instance, none of the references suggest how to determine different points of arrival and departure in subsequent passenger requested travel segments. For example, a round trip between New York and Los Angeles could have a passenger depart from LGA (LaGuardia) arrive in Los Angeles (LAX), and subsequently on the return trip, depart from LAX but arrive in New York at JFK, rather than LGA, which could present a travel issue for the passenger.

In addition, claim 1 does not recite that the user customizes the interface. Rather in claim 1, the user interface presents travel information to the user. Allowing the user to "customize the display presentation to emphasize information" to the user is not a proper motivation to modify Iyengar to provide the claimed indicator. In Claim 1, the indicator is provided to assist or warn the user of a potential travel-related issue with the itinerary, so that the user will be aware of the issue. Allowing the user to apply the indicator presupposes that the user already recognizes the issue with the itinerary. If the user recognized the issue with the itinerary, it would seem that there is no need to highlight it. Rather, the problem is that the user may not always recognize the issue with the itinerary and thus not be in a position to highlight the issue.

Accordingly, claim 1 and claims that depend directly or indirectly from claim 1 are allowable over this art.

Claims 2-11, which depend directly or indirectly on claim 1 are allowable at least for the reasons given for claim 1. Further, the claims add distinguishing features as generally argued of record. Claims 12-22 and 25-26 are allowable for similar reasons as given above.

Claim 23 is allowable over the references since the references neither describe nor suggest a user interface including a first region to display a first segment of an itinerary ... and a second region to display the next segment of the itinerary ... and that if the location of arrival for the first segment being different from the location of departure for the next segment, at least one of the first region and the second region is emphasized to indicate to the user that the itinerary has a different location of arrival for the first segment from the location of departure for the next segment.

The examiner reliance on Iyengar to teach the feature of ... at least one of the first region and the second region is emphasized to indicate to the user that the itinerary has a different location of arrival for the first segment from the location of departure for the next segment is in error as pointed out above. The examiner's reliance on Garland as teaching highlighting various text attributes is also in error for the reasons pointed out above.

The art itself does not suggest the desirability of the combination of the references, since neither reference recognizes a problem when the location of arrival for the first segment is different from the location of departure for the next segment. None of the references teach a technique to determine the situation and none of the references suggest a solution where at least one of the first region and the second region is emphasized to indicate to the user that the itinerary has a different location of arrival for the first segment from the location of departure for the next segment.

The examiner has also failed to present any convincing reasoning why one would be motivated to combine the teachings of these references. Neither of the references recognizes the motivating factor of alerting a user of a travel planning system of a discontinuity in travel. Indeed, Garland is directed to a non-analogous art where the use of highlighting is to a command entry as in a menu. It is not directed to alerting a user of a condition, but merely used to help the user pick out the command entry in a menu system. The examiner's proffered

motivation does not indicate why one would be lead to identify travel discontinuities and why one would remedy the discontinuities by indicating the discontinuity on a user interface.

Claims 24 and 43, which depend on claim 23 further distinguish over the references.

Claim 25 and 26 are allowable for analogous reasons as claim 23.

Claim 31 is allowable over the references since the references neither describe nor suggest a display of a segment of the itinerary including a location of departure and a location of arrival for the first segment or a layover of the itinerary including the duration of the layover and an alert associated with the first segment or layover, wherein the alert is emphasized to bring it to the attention of the user.

As above, the references do not suggest an alert associated with the first segment wherein the alert is emphasized to bring it to the attention of the user. The references also do not suggest a display of a segment including a layover of the itinerary including the duration of the layover.

Claims 32-36 are allowable at least for the reasons discussed in claim 31 and claims 37-42 are allowable for analogous reasons as claims 31-37.

Claims 35 and 41 were rejected under 35 U.S.C. 103(a) as being unpatentable over Iyengar '205 and Dettelbach et al., U.S. Patent 5,253,166.

Claims 35 and 41 are allowable over the references for the reasons discussed in the base claims. Further, as in claim 35 the references do not suggest ... a layover... and the alert is selected from a group that includes notification of a short duration layover and a long duration layover. Dettelbach et al., does not teach an alert for a short duration layover or a long duration layover.

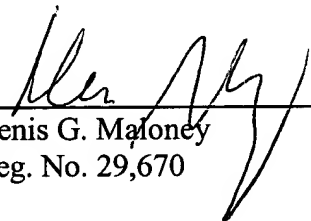
Applicant : Rodney S. Daughtrey
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Enclosed is an a **\$1020** check for a Petition for Extension of Time. Please apply any other charges or credits to deposit account 06-1050.

Respectfully submitted,

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Denis G. Maloney
Reg. No. 29,670

Fish & Richardson P.C.
225 Franklin Street
Boston, MA 02110-2804
Telephone: (617) 542-5070
Facsimile: (617) 542-8906